

REPORT OF LEADER OF THE COUNTY COUNCIL**TRANSFORMING CITIES FUND – SCHEME UPDATE AND FUNDING AGREEMENTS****Purpose of the Report**

1. For the County Council to approve the acceptance of a grant for £7.910m from the local Transforming Cities Fund, vary the Capital Programme as appropriate and agree the planned next steps to develop and progress those public transport programme proposals affecting the County network.

Information

2. In March 2020 Government announced that Nottingham and Derby had been successful in securing £161million of grant funding to deliver the measures outlined in Tranche 2 of the Transforming Cities Fund bid, which is being funded in full.
3. The Transforming Cities Fund vision is to support sustainable growth and significantly contribute to the carbon neutral plan, local air quality plan objectives and support current local transport restart in response to Covid-19. Nottingham City Council led and developed the bids and is designated as the accountable body and lead contact with the Department for Transport (DfT).
4. The Transforming Cities Fund programme is focused on four key themes:
 - City Centre Connectivity (focused on rail/bus station, city centre public realm and interchange facilities at key transport nodes),
 - Strategic Derby – Nottingham – East Midlands Airport (EMA) connectivity,
 - Nottingham urban growth corridors, and
 - Derby urban growth corridors.
5. To ensure robust project management across the programme, delivery will be led across seven packages, as outlined in Appendix A.
6. Delivery of the Transforming Cities programme will take place over four years. Whilst at this stage it is unclear what the Government's longer-term recovery response will be, continued investment in infrastructure, will help the conurbation to maintain and grow its previously high levels of public transport usage and help support carbon reduction and local air quality improvements as well as improving health and reducing congestion.

Nottinghamshire Scheme Details and Objectives

7. The purpose of this section is to provide members with details of the scheme opportunities within Nottinghamshire. Nottingham City Council have approved their TCF programme report identifying the elements detailed in Appendix A as being those that they are willing

to fund through this programme. Nottinghamshire County Council was not eligible to bid to this funding stream, and most of the bid submission work was led by the City, however the fund presents an opportunity to fund works to the County network, at no cost to this authority.

8. Appendix B detail the packages of work being proposed to the County network. To manage the overall programme, including making any changes to the scope of individual programme elements or moving funds between existing approved budgets, Nottingham City Council has established a Board for which it is seeking representation ideally from all relevant parties, including Nottinghamshire County Council. They have requested a County Councillor nomination to this Board.

Construction Delivery / Next steps

9. It is proposed that the construction will be subject to a further Communities and Place Committee approval and confirmation of TCF budget availability. Works will be undertaken using a mixture of procurement routes through both Via EM and the Medium Schemes Framework 3 (MSF3) provided through the Midlands Highway Alliance (MHA), which Nottinghamshire County Council and Nottingham City Council are part of.
10. Contact has yet to be made with stakeholders affected by the schemes, and meetings with various interested parties will need to be arranged.
11. Relevant local Members will be contacted to discuss the chosen options for each scheme and this dialogue with Members will continue as schemes progress. Members will also be given notice of any forthcoming consultation events. Subject to this Member consultation, public consultation will be scheduled in advance of any necessary planning application submission. Following this and detailed design and consultation, schemes will need to be taken to a future Communities and Place Committee for approval before scheme delivery.
12. Members are advised that some of the proposals that have been put forward in this report may be subject to review and/or not developed further in favour of more deliverable proposals contained within the bid. All proposals that impact on the County Council network will be brought back to Communities and Place Committee, before a decision is made to approve schemes to proceed. It is understood that there is flexibility within the funding awarded to transfer funds to other projects already detailed as part of the bid or more deliverable similar projects that are identified as further work is completed, but this is at the approval of the Board referenced in para 8.

Funding

13. Latest scheme cost estimates included in the TCF bid is shown in Table 1 below. Nottinghamshire County Council has not committed any funding to this programme and the entire budget is being provided by Nottingham City Council from its TCF award. As the bottom 4 elements in the table (shown in bold font) below are being delivered and managed by the County the programme manager will need to closely manage the programme to ensure the total expenditure on this programme does not exceed budget availability. Nottingham City Council has provided a draft 'Grant Offer Letter' to cover the budget for these four elements.
14. It is recognised that there is scope to move funds between projects within the programme, but where costs are known to need more than available budget then a report will need to

be taken to the Board to either approve the additional expenditure or remove that element from the overall programme. As detailed in this report, Nottinghamshire is not conditioned by acceptance to delivering all elements of the bid, as all of these projects are subject to further detailed design, consultation and any necessary statutory processes. It is anticipated that there will need to be variations between budget headings as further technical work is undertaken and some projects may not prove to be deliverable.

Table 1: TCF Current Scheme Cost Estimate Summary

New ped/cycle bridge	£9.275m
A453 / A6005 cycle corridors	£6.803m
A612 cycle corridor	£0.237m
DRT to EMA	£1.000m
Park and Ride facility	£2.400m
Bus priority to support P&R	£4.851m
PT signal priority area-wide	£0.359m
Extension of bus/ULEV on A612	£0.300m

Timescales

15. The indicative timetable for delivery of this programme is 2020/21 to 2022/23. The grant offer will provide the following funding profile:

- 2020/21 - £1.394m
- 2021/22 - £3.080m
- 2022/23 - £3.436m.

16. It is recognised that there will need to be some flexibility to move funds between years, but there is a need to show progress to the Department of Transport on this programme.

Planning

17. Planning permission would be required to construct the park and ride scheme, this would be sought later in 2021 if an appropriate scheme can be agreed. An environmental screening assessment would be submitted to the LPA later this year seeking confirmation as to whether an Environment Statement would be needed for the package of works.

18. NCC would construct any Scheme pursuant to the planning permission granted and will be responsible for the discharge of planning obligations.

Further scheme/programme development, design and consultation

19. Each of the programmes and schemes detailed in this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, planning and design; and value for money considerations. This will involve consultation and/or pro-active information provision on some of the larger schemes. For most individual schemes statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

20. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will

also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as new cycleways.

21. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate. All scheme elements will be subject to further independent business case justification works as well as requiring further formal Committee approval before any delivery within Nottinghamshire.

Other Options Considered

22. There have been numerous options considered through the development of this bid to assist in the decision-making process. A Business Case was submitted to the DfT as part of the bid process which outlines the process of option development throughout the preliminary design stage, as well as the schemes affordability and Value for Money.

Reason/s for Recommendation/s

23. The package of scheme will unlock major developments sites throughout the Nottingham conurbation and enhance opportunities to travel by sustainable modes of transport. Encouraging an increase in journeys by low carbon, sustainable travel modes will contribute to provide wider air quality, health and climate change objectives.

Statutory and Policy Implications

24. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Finance Implications

25. The bid was submitted by Nottingham City and Nottinghamshire has committed no match to this programme through the successful bid process. Some elements of the work in the County will be commissioned direct, with County approval, to Via but the public transport elements will be funded through a grant agreement with the City Council. A variation to the capital programme will be required to accept the award and deliver the programme.

RECOMMENDATION/S

It is **RECOMMENDED** that:

1. The grant offer from the Transforming Cities Fund Bid be accepted and the capital programme be varied by £7.910m, in order to enable the delivery of those public transport programme elements which affect the County network.
2. The overall approach of the proposals and next steps in project delivery as detailed in paragraphs 9 to 12 be supported in principle.

3. The Transforming Cities Programme Steering Board be added to the Register of Outside Bodies and an appointment to the Board be arranged via the Ruling Group Business Manager.

**Councillor Mrs Kay Cutts
Leader of the County Council**

For any enquiries about this report please contact: Kevin Sharman, Team Manager, Transport Planning and Programme Development, T – 0115 977 2970

Constitutional Comments (KK 18/01/20)

26. The proposals in this report are within the remit of the Policy Committee

Financial Comments (GB 15/01/2021)

27. It is proposed that the capital programme is varied to incorporate the £7.910m works to be delivered by Nottinghamshire County Council as set out in this report, funded fully from external funding.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All wards and Members within Broxtowe, Gedling and Rushcliffe plus the Hucknall wards within Ashfield.

Nottingham Projects

Package 1

Schemes within this package include:

- Increasing the number of parking spaces at Tram Park & Ride sites.
- Improving access to the Nottingham Enterprise Zone via Thane Road.

Package 2

This package focuses on public transport technology improvements along key corridors to help reduce bus journey times and make them more reliable. Schemes to be delivered include:

- Bus lane priority.
- Upgrading the signals at key junctions to improve bus reliability on major routes.

Package 3

The package will help improve passenger information and make travel payment simpler and more convenient. Schemes to be delivered include:

- Improving real time information for public transport across the region.
- Upgrading the Robin Hood ticketing system, making it more flexible, and introducing contactless payment.

Package 4

These projects offer walking and cycling route improvements to encourage an increase in sustainable commuting. The package will deliver:

- Improvements along key routes to employment sites, potentially including a new bridge over the River Trent supporting the Waterside regeneration.
- Upgrading cycle links between Nottingham Derby and East Midlands Airport growth area.

Package 5

This package focuses on integrated transport measures to support the take up of electric vehicles and active travel:

- Expansion of the D2N2 chargepoint network.
- Development of Demand Responsive Transit options to serve the East Midlands Airport growth area, to provide better connections from the urban fringe and public transport interchange points to key employment sites.

Derby projects

Package 6

This package captures the projects included in the programme that will be managed and procured by Derby City Council.

Nottinghamshire Projects

Package 7

This package captures the projects included in the programme that will be project managed and procured by Nottinghamshire County Council. These include:

- a new bus based Park & Ride facility off Leapool roundabout to serve commuters from the A614 and A60, alongside bus priority and signal upgrades along the A60, subject to further conversations and negotiations with stakeholders – including landowners.
- Bestwood and Arnold Bus Lane improvements, to improve connectivity between and into the two district centres and the new Park & Ride site.
- Traffic light priority at junctions across the Greater Nottingham area.

Schemes on or impacting on Nottinghamshire network

Package 4

A new pedestrian and cycle bridge over the Trent, probably between Lady Bay Bridge and Holme Pierrepont Watersports Centre. In addition, design work will be undertaken to enhance pedestrian and cycle facilities over Lady Bay Bridge as well as road junction improvements to improve access to the new and existing bridge. These works to be procured through a direct agreement between Nottingham City and the Midlands Highway Alliance or existing frameworks, depending on which bridge scheme is taken forward. All financial and commercial risks arising from the delivery of this scheme will sit with the City Council unless the chosen option is to upgrade the existing Lady Bay Bridge which is currently maintained and operated by the County Council.

Cycle corridors between Nottingham and Derby via the A6005 corridor (Long Eaton, Chilwell, and Beeston) and Nottingham and East Midlands Airport via the A453 old road with a spur to Sutton Bonington. These works are outside the City and in Nottinghamshire County Council's area. Works will therefore be delivered by the County Council's, highways company Via East Midlands, who will be procured through the City Council's framework. These facilities although of a high standard are additional and not intended to remove capacity from the existing network.

A612 cycle corridor extension into Nottinghamshire beyond Vale Road. These works are outside the City and in Nottinghamshire County Council's area. Works will therefore be delivered by the County Council's, highways company Via East Midlands, who will be procured through the City Council's framework. These facilities although of a high standard are additional and not intended to remove capacity from the existing network.

Package 5

Development of a Demand Responsive Transit system to serve the East Midlands Gateway, to provide better connection from the urban fringe to key employment sites. This is a procurement exercise for a public transport operator to provide a demand responsive transport solution to help workers and job seekers access the employment opportunities in this location. NCC will lead a procurement exercise in partnership with Nottinghamshire and Leicestershire County Councils, and East Midlands Airport.

Package 7

Provision of a bus based Park and Ride facility in the vicinity of Leapool roundabout on the A60 with supporting bus priority measures along the corridor to complement measures already in operation within the City. The package also includes more general bus priority measures by upgrading multiple signals across the conurbation to give priority to approaching public transport vehicles.

Any such facility will need, if approved, the full statutory and planning processes, as well as agreement from landowners affected by the proposal, including consultation to be completed before it is delivered. As such this package of work carries a significant amount of risk in terms of deliverability.

Extension of the existing Bus / ULEV lane between Private Road No. 1 and Victoria Park Way along the A612 Colwick Loop Road. This facility will not impact on existing traffic capacity and will improve the public transport offer to Netherfield and the existing retail park as well as to new development, like Teal Close, on that corridor.

All of the work undertaken within package 7 is to be commissioned and delivered by Nottinghamshire County Council through ViaEM. As there is a fixed budget, detailed in the City grant offer letter, this programme will need to be closely managed to ensure work is delivered within available resources.